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### INFORMATION REPORT

COUNTRY

International

SUBJECT

Great Lakes-Europes, and Great Lakes-Caribbean

Steamship Services to Increase

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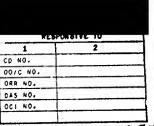
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- I. During the 1953 school of navigation, Circut Great Lakes-Buropean and Caribbean steamhlp services attrined the highest number of sailings in the history of the trade.
- 3. The 12 foreign flag lines operating in the trade totaled over 250 sailings into the Great Lakes via the St Lawrence River. It is expected that the 1954 season will reach an even higher level as additional ships are being built for the service.
- 3. In 1954 it is expected that there will be 73 ships operating on a regularly scheduled basis into the Great Lakes. It is also expected that there will be more chartered vessels operating into the Great Lakes than in previous years.
- 4. A re-cap of the services offered in 1953 and the enticipated services for 1954 is as follows:

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5. HAMBURG-CHICAGO LINE - German - In 1953 the Hamburg-Chicago Line operated 10 ships into the treat Lakes from Western Europe and is expected to add at least three ships, currently being built in Germany /Federal Republic/, during the 1954 season. The vessels operated by the Hamburg-Chicago line are:

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Gehrimrat Sartori Cleopatra Adriana Anne Marie Konsul Sartori Desdemona Luciana August Sartori Ophelia Elfriede

- 6. The latter two may be released from service in 1954 if ships currently under construction are completed in time to open the season.
- 7. FABRE LINE /French/ In 1953 the Fabre Line operated seven ships into the Great Lakes from the Mediterronean area. It is expected to maintain the same fleet and possibly charter up to four additional ships during the 1954 season.
- 8. The line is operating two snips recently built for the Great Lakes service, the Marquette and the Joliet, and is operating five Norwegian ships on a charter basis. These are:

Kollbryn Polycrest Annik Kollfinn Cygnus

- 9. CANUK LINE -/UK/ This line entered the trade in 1953 and operated two ships. It is expected to add three more vessels on a charter basis in 1954. This service operates between the UK and US and Canadian Great Lakes ports only.
- 10. Vessels operating in 1953 were the following chartered vessels which are German-owned:

Karsten Witt Adolph Gleue

- 11. AHLMAN TRANS-CARIBBEAN LINE /German In 1993 the Ablman Trans-Caribbean Line operated two ships in the Great Lakes-Venezuela and Colombia service and it is expected that a third, and possibly a fourth ship will be added to the service in 1954.
- 12. In 1953 the line operated the following:

Colonia Ciandra

- These ships have very unusual silhouetter as far as the dreat Lakes trade is concerned. Both vessels have a rakish bow which is unusual as it cuts the carrying capacity by a very marked degree. The new ship which Ahlman Trans-Caribbean is adding to the fleet has been redesigned and will have a blunt bow. It will have a capacity of 150 thousand cubic feet vs 10 thousand for the Colonia and Cindra The fourth ship, currently being built, will likewise have 150 thousand cubic feet capacity.
- 14. The importance of a blunt bow in the Great Lanes trade is because of limitations of the locks on the St Lawrence River. Maximum length of a vessel in this service is 258 feet as the locks are only 260 feet long. Maximum draft is 14 feet.

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FIEL LINE - /Norwegian/- In 1993 the Fjell Line operated 11 ships in the Great Lakes-UK and Continental trade and is expected to maintain the same size fleet in 1954, although two new ships are being built for the service. If they are available during 1954, two chartered vessels operated by the Fjell line will be released. Vessels to be operated in the trade in 1954 are:

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VeslefjellGrindefjellOrnefjellOrisRutenfjellMakefjellRavnefjellVigorLukesefjellHemsefjellSvanefjellFerdinandstor

16. The last two ships were operated on a charter basis in 1953 and may be replaced by the Grindefjell, now nearing completion and the Ternfjell, which is being rebuilt after having been sunk in 1948 off the UK.

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17. SWEDISH-CHICAGO LINE - /Swedish - In 1953 the Swedish Chicago Line operated five ships in the Great Lakes-Western European and Scandinavian trade and expects to maintain the same size fleet in 1954. The vessels operated in the run will be:

Monica Smith Signeborg Fredeborg Helga Smith Ragneborg

18. ORANJE LINE - /Dutch/ - In 1953 the Oranje Line operated seven ships in the Great Lakes-Western European trade and in 1954 expects to add at least one more ship which is currently under construction. The new ship will be named Prins Willem II. In 1953 the Oranje Line operated the following:

Prins Willem I, III, IV and V Prins Phillip Willem Prins Maurits Prins Frederik Hendrik

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19. SWEDISH-AMERICAN LINE - /Swedish - In 1953 the Swedish American Line operated five regular vessels and two chartered vessels into the Great Lakes from Scandinavian ports, including Finland, and expects to operate six ships on a regular basis in 1954. Vessels regularly assigned to the run are:

Erholm Borgholm Rynolm Labolm Torsholm Siljan

- 20. The Ryholm will be returning to service in 1954 after having been sunk in the St Lawrence River a couple of years ago. It her been rebuilt and a refrigeration compartment has been added to its facilities as an experiment.
- 21. ARM LINE French In 1953 the Farm Line operated five ships on a charter balls into the Great Lakes from Western Europe. However, tramp service only was offered. It is expected that it will continue to operate five vessels in 1954. One of the Farm Line ships, a chartered German vessel Wallschief, was sunk during the 1953 season as a result of a collision with a Great Lakes ore carrier. It is currently in dry dock in the US awaiting orders to be repaired or scrapped.
- 22. METRON LINE Greek Controlled The Metron I ine operated two vessels in the Great Lakes-Continental trade in 1953 and it is expected that it will operate four ships in 1954. Fundamentally, this line is a tramp operation. Solid loads are booked from the Continent to Chicago or other Creat Lakes ports and the line will carry anything outbound at a price about 50% off the rates of the regularly scheduled lines.
- 23. During 1953 two other lines inaugurated service from the Great Lakes into the Caribbean area with one ship each, but it is expected that both will withdraw from the service in 1954.
- 24. The West Line operated the Armira on a charter basis and the Cuban-American Line operated the Rabat, also on a charter basis. Both lines concentrated on hauling sugar from Cuba to Great Lakes ports, but had difficulty getting out-bound cargo because of the irregular nature of their calls.
- 25. A late rumor concerning the Great Lakes-European service is that a very prominent German line will enter the trade in 1954. No specific details are known to date.

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